Johnstown were warned of the possibility of its bursting in the morning, but few if any of the inhabitants took the warning seglously. Shortly after noon the dam gave way about five miles we Johnstown, and, sweeping everything b burst upon the town with terrible force. Everything was carried before it, and not an instant's time was given to seek for safety. Houses were d, swept from their foundations and arried in the flood to a culvert near the town. Here a mass of all manner of wreckage soon ledged and by evening it had dammed the water back tito the city over the tops of many of the still remaining chimneys. A message to Disr Culp, received about 11 o'clock last night, sau the blockade at the Johnstown bridge was three-fourths of a mile long and forty feet high and was all on fire. The extent of the damage sculd not possibly be estimated. The Pennsylvania people exerted every energy to save both lives and property.

Assistant Superintendent Trump, of the Penn-Nania, went to Conemaugh, but the officials at that station had not received a line from him. It was said, also, that it would be impossible to get a train through, either one way or the other, for at least two or three days. This applies also to the mails, as there is absolutely no way of getting mail through.

" We were afraid of that lake," said a gentleman who had lived in Johnstown for years. were afraid of that lake seven years ago. No one could see the immense height to which that arti-Scial dam had been built without fearing the treous power of the water behind it. dam must have had a sheer height of 100 feet, thus forcing the water that high above its natural bed, and making a lake at least three miles long and a mile wide, out of what could scarcely be called a pond. I doubt if there is a man or woman in Johnstown who at some time or other had not feared and spoken of the terrible disaster that has now come.

People wondered, and asked why the dam was not strengthened, as it certainly had become weak; but nothing was done, and by and by they saked less and less about it, as nothing happened. though now and then some would shake their heads as if conscious the fearful day would come some time when their worst fears would be transeended by the horror of the actual occurrence. Johnstown is in a sort of a hollow between two rivers, and that lake must have swept over the city at a depth of forty feet."

The body of a Welsh woman sixty years of age was taken from the river near the Suspension Bridge, this city, at 10 o'clock this morning. Four other bodies were seen, but owing to the mass of wreckage which came down the river, they could not be recovered before they passed down the

A citizens' meeting has been called to devise neans to aid the sufferers by the Johns: own flood. The Pennsylvania Railroad officials have already placed cars in Liberty-st. for the purpose of receiving provisions and clothing, and up to this our many prominent merchants have made heavy denstions

A dispatch from Greensburg, Penn., says A hispatical from Greenway of this place, was lost in the flood. The Rev. Mr. Wagner, his wife and three daughters, who were in Johnstown, and a son and daughter of Jesse Paden, of this place, were drowned. The body of A. J. Jackson, a Western Union lineman stationed at Derry, was found this evening.

and this evening."
A dispatch from Freeport, Penn., says: "The A dispatch from Freeport, Penn., says: "The water is receding here now, having reached twenty-one feet in the channel, but is running full of logs of all dimensions from the Clarion River. Half a million logs have passed here today, and a man just arrived from Red Bank says that a million will pass here tonight. That stream is swept clear of logs, all sawed lumber and saw mills. This morning the river was full of everything from Johnstown and vicinity—pianos, organs, trunks, chests, bedding, beer, lard, oil, ale, soda fountains, etc. No dead bodies have been found here, but at Leechburg six have been fakin out. The loss along the Kiskiminitas liver cannot be estimated. Burgess Turner called a meeting to-night in aid of the Johnstown sufferers, and over \$200 has already been collected ferers, and over \$200 has already been collected and the work is just begun.

FRIENDS LOOKING FOR THEIR DEAD.

CRIMPETBICKEN PROPLE STRIVING TO REACH THE SCENE OF THE CALAMITY.

Sang Hollow, Penn., June 1 .- At 9:30 a. m the first train passed New-Florence, bound east, It was crowded with people from Pittsburg and places along the line who were going to the scene of the disaster, with little hope of finding their ones alive. It was a heartrending sight Mothers moaned for their children. Husbands paced the aisles and wrung their hands in mute agony. Fathers pressed their faces against the windows and endeavored to see something, they knew not what, that would tell them in a measur of the dreadful fate that their loved ones had met. All along the raging Connemaugh River the train stopped, and bodies were taken on the express-car by the villagers who were out along the banks.

It was about 9 a. m. when the first passenger train since Friday reached the New-Florence depot with its load of eager passengers. They were no idle travellers, but each had a mission. Here and there men were staring out of the windows with red eyes. Among them were rough-looking Hunparisms and Italians, who had lost friends near Wineveh Many were weeping. Two of the passengers on the train were a man and wife from Johns town. The busband was able to repress an apprarance of anxiety, but the wife, though she tried hard to control her feelings, could not keep back the sobs.

" Ours is a big, new brick house," said she with a brave effort, but with her brown eyes moist and her lips trembling. "It is a three-story house, and I don't think there is any trouble. Do you? There are my four children in the house will go over to the house, don't you?"

In a few moments all those in the car knew the story of the pair, and many a pitying glance was that at them. Their house was one of the first

Just before reaching Sang Hollow, the end of the mail line on the Pennsylvania Railroad, is the "S. Q." signal tower, and the men in it told stories of what they saw so pitcous that one could not listen to half of it and command his feelings. A beautiful girl came down on the roof of a building which was swung in near the tower. She screamed to the operators to save her, and big brawny, brave fellow walked as far into the river as he could, and shouted to her to try guide herself into shore with a bit of plank was a plucky girl, full of nerve and energy, upon her frail support in evident obedience to the command of the operator. She made two or three bold strokes and actually topped the course of the raft for an instant. Then it swerved and went out from under her. She tried to swim ashore, but in a few seconds was lost in the swirling water. Something hit her, for she lay quietly on her back with face pallid and expressionless. Men and women in dozens, in irs and singly, children, boys, big and little, and wee babies, were there among the awful conon of water, drowning, gusping, struggling and fighting desperately for life. Two men on a my raft shot into the swiftest part of the current. y crouched stolidly, looking at the shores, thile between them, dressed in white and kneel with her face turned heavenward, was a girl ax or seven years old. She seemed stricken with until she came opposite the tower, and hen she turned her face to the operator. She was o close that they could see the big tears on her beeks and her pallor was as death. The help-ass men on shore shouted to her to keep up her ce, and she resumed her devout attitude and disappeared under the trees of a projecting point a short distance below.

"Do you see that fringe of trees," said the perator, pointing to the place where the little al had gone out of sight. "Well, we saw source children swept in there. I believe that when the time comes they will find almost a hundred odies in there among those bushes,"

Just above New-Florence is the little town of nevels There were 100 dead there, the larger tion of whom were women. Here it was that the awful work of the freshet

could be realized. What have been fertile farms look like wornout brickyards. Great trees have been twisted and torn like weeds, and the broken household goods of hundreds of houses line the shores for miles. Thieves of the vilest sort, the who steal from the dead and the unfortunate, have been busily at work robbing the trunks, boxes, articles of furniture, and there is nothing worth taking left except lumber.

Two miles from the "S. O." tower is the "S. X." tower of the Pennsylvania Railroad, and here it is that the greatest railroad in the world ends suddenly in the river For more than a thousand feet the entire track is wiped out, rails, ties and even ballast. The north track is entirely washed away This was the nearest telegraphic point to Johnstown, and the delay in getting off news dispatches was fairly maddening. The Associated Press ex-pedition was the first in the field, and was rendy with thousands of words of special, but no wires could be had from 11 a. m. until almost 2 p. m. No special trains could be hired, no locomotives were to be bought, and the situation can be ap-

preciated. Among the identified dead are ' James McMillan, superintendent of the Cambria Iron Company's store, wife, four children and daughter-in-law; John P. Linton, a leading lawyer, wife and five children; Mrs. Thomas Kirlen and two children; Mr. Nolan and seven of his family, Mrs. Wissinger, Mrs. Sarah Palmer, Dr. George Wagner, wife and three children; Frank P. Bowman, wife and two children; Mrs. Richard Worthington and seven children. William Howells, Mrs. Ann Howells, Mrs. John Reese, Corn, Lizzic and Alva Reese; Rachael Reese, mother of John Reese; Pearson Fisher, wife and six children, and Mrs. Eckstein. The total number of dead is estimated here at 4,000, and the property loss is fully \$11,000,000.

FAMILIES RECORDED AS LOST. FRIENDS IN CHICAGO RECEIVING DISPATCHES

FROM SURVIVORS. A. Chicago, June 1 (Special).-J. E. Fitzpetrick, a police captain, of this city, to-day received the following dispatch from his brother, who was Chief of Police of Cambrin Borough, across the river from Johnstown, Penn., the scene of the deluge last night. It reads: "Rose, her husband and child, and my wife and three children were all drowned. The bodies are not yet recovered. Some of Bob's children are also in the flood."

The persons referred to in the message are Rose Brady, Captain Fitzpatrick's sister; James Brady, her husband; Ellen Brady, daughter; Mary Fitzpatrick and her three children, two boys and one girl. "Bob" is a brother, who had nine children. How many of these were drowned is not known, Captain Fitzpatrick was born in Johnstown, and lived there many years.

"I can imagine the awfulness of the rush of waters," he said to a reporter. . The reservoir was not as large, however, as is described in the dispatches. It was about a mile and a half long and three-quarters of a mile wide. I have gone swimming in it many and many a time. It was built to feed the old Portage Canal, but when the railroads come through it was rendered useless except for boating and fishing by a number of rich people who cared for it." Summed up, the captain loses a sister, brother-

in-law, a sister-in-law, at least seven nieces and nephews, and probably another sister. Captain Fitzpatrick fears that his aged mother is also lost. She was a widow, and lived next door to Peter Fitzpatrick and his family. The captain waited until noon for further word from the stricken town, but none came. Unable to control his emotions, he broke down, and the tears rolled down his checks. He paced up and down the fleor of his little office in great agitation.

"If my poor mother is gone," he said, " don't know what I shall do. She was feeble and old, and I can hardly hope that she got to a place of safety before the rush came." E. S. Bowman, who lives at McCoy's Hotel, came into the captain's office at noon.

" I have every reason to fear," said he, " that my father, mother, my married brother, with his wife and two children, and one unmarried brother and two sisters were all lost in the Johnstown flood. I have waited all the morning for some word from them, but have received none. Had they been saved, they would certainly have informed me." Their names are Jerome Bowman, his wife Martha, the son, Robert: another son, Franklin, with a wife and two children, and two sisters, Ida and Maggie.

RAISING AN AID FUND IN PITTSBURG. SIXTY THOUSAND DOLLARS RAISED IN A FEW MINUTES - AN ORDER FOR TWO HUNDRED COFFINS.

Pittsburg, June 1 (Special .- A mass-meeting to raise a fund for the aid of the sufferers in the Conemaugh Valley was held this afternoon in the old City Hall. The meeting was called by Mayor McCallin, of Pittsburg, and Mayor Pearson, of Allegheny City. In less than an hour \$60,000 was raised, including \$15,000 from Andrew Carnegie and his partners. Superintendent Robert Pitchirn, of the Pennsylvania Railroad, who tendered a check for \$5,000. in behalf of the company, stated that there was no communication east of Johnstown. Johnstown had almost 30,000 population, and the town was almost entirely swept Mr. Pitcairn had no sooner finished, than a message from a point near Johnstown was handed to Mayor McCallin, who presided over the meeting. The message appealed for 200 coffins. They were sent on the first train. The managers of the Exposition have offered the use of the big new Music Hall as quarters for the women and children who survived the disaster at Johnstown.

who survived the disaster at Johnstown.

Columbus, Ohio, June 1.—Governor Foraker this afternoon sent a dispatch to General James A. Beaver, at Harrisburg, tendering the use of tents, up to as high as 1,000, for the suffcers at Johnstown. He sent a similar dispatch to General Manager James McCrei, of the Pennsylvania system. The Governor also sent a dispatch to General Beaver stating that W. G. Deshler, of this place, had suggested a call for help. this place, had suggested a call for help, and proposing to start a subscription with 8500 from hims if. General Manager McCrea has answered the Governor from Pittsburg, saying that the tents will be badly needed, that at least 500 are wanted, and he will furnish cars to load them at Columbus free of transportation. Mr. McCrea asked the Governor to confer with the chairman of the Pittsburg Re-lief Association at the Chamber of Commerce Building, as the situation is most pitiable, and not the half has been told. The Governor has tele-graphed William McCreery, chairman, Pittsburg, that Adjutant-General Axline will leave here at midnight with 500 tents, and that more can be furnished if needed.

furnished if needed.

Chicago, June 1.—Jackson Bros. & Co., of the
Board of Trade, received the following dispatch
from their agent at Pittsburg: "Pittsburg is
contributing liberally to the Johnstown sufferers.

"Puzzled The Doctors."

Sarsaparilla have been given up by the regular practice. Physicians are recommending this medicine more than ever, and with satisfactory results.

ever, and with satisfactory results.

E. M. Sargent, Lowell, Mass., says:
"Several years ago, my daughter broke
out with large sores on her hands.
face, and other parts of her body. The
case puzzled the doctors. My daughter
used Ayer's Sarsaparilla, and it resulted
in a complete cure. Her blood seems to
have been thoroughly purified, as she
has never had so much as a pimple
since taking this medicine."

"This is to certify that after having been sick for twelve years with hide "This is to certify that after having been sick for twelve years with kidney disease and general debility, and having been treated by several physicians without relief, I am now better in every respect, and think I am nearly well, having taken seven bottles of Ayer's Sarasparilla."—Maria Ludwigson, Saranparilla."- M. Albert Lea, Minn.

Ayer's Sarsaparilla,

Dr. J. C. Aver & Co., Lowell, Mass. Price \$1; six bottles. 25. Worth \$5 a bottle.

It is supposed that 3,000 people were drowned, and that the loss is at least \$15,000,000. See if the Chicago Board of Trade cannot raise a generous donation. The dispatch was submitted to President Seaverns, and a fund will be started on

FOR SURVIVORS OF THE DISASTER. A call for a public meeting to consider the raising of funds for the aid of the Johnstown sufferers was issued by Colonel Sinn, of the Brooklyn Park Theatre, last evening, to be held in the theatre on Tues-A benefit performance will probably be given, Colonel Sinn's Setter is as follows:

Colonel Sinn's letter is as follows:

Office of Park Theatre, Brooklyn.

To the Clitzens of Brooklyn.

Having read of the terrible calamity caused by the deluging of the lands in and about Johnstown. Penn, and realizing that many of the survivors must need immediate relief. I herewith tender the use of the Park Theatre, free of all charges, for the purpose of holding a meeting to take the necessary preliminary steps for the raising of a relief fund and will denate to the same my check for \$100. The necessity for immediate action is apparent, and Brooklyn has never te been backward when a behing hand has been required to relieve distress in any part of the country. Trusting that this will receive a hearily response on the part of the people of this city, I remain yours quired to relieve distress in the part of the people of this city, I remain yours will take the part of the people of this city, I remain yours will take E SINN.

SAVED BY CLINGING TO A ROPE.

WORK OF RESCUING PARTIES AT BOLIVAR.

ONE LITTLE BOY LIFTED OUT OF THE FLOOD OTHERS DROWNED BEFORE THE EYES OF PEOPLE ON THE BANKS

Derry, Penn., June 1 .- Dead bodies were seen floating about in every direction last night and to-day, and almost every piece of movable timber carried a corpse. Clinging to improvised rafts, constructed from floating boards and timbers, were agonized men, women and children, their heartrendering shricks for help striking horror to the breasts of the onlookers. Their cries were of no avail. Carried along at a railway speed on the breast of this rushing torrent, no human ingenuity could devise a means of rescue. With pallid cheek and hair clinging wet and damp to her cheek, a mother was seen grasping a floating timber, while in her other arm she held her babe, already drowned. With a death grip on a plank, a strong man just giving up hope cast an imploring look to those on the bank, an instant later sank into the waves.

The deluge reached Bolivar just after dark, and in five minutes the Conemaugh River rose from six to forty feet, and the waters spread out over the whole country. Soon houses began floating down and clinging to the drift were men, women and children, shricking for aid. A large number of citizens at once gathered on the County bridge and they were reinforced by a number from Garfield, a town on the opposite side of the river. They brought a number of ropes and these were thrown into the boiling waters as persons drifted by in efforts to save some poor beings. For half on hour all efforts were fruitless until at last, when the rescuers were about giving up all hope, a little boy, astride a shingle roof, managed to catch hold of one of the ropes. He caught it under his left arm and was thrown violently against an abutment, but managed to keep hold, and was success fully pulled onto the bridge amid the cheers of the onlookers. His name was Hessler, and his rescued was a trainhand named Carney. 'The lad was taken to the town of Garfield and was cared for in the home of J. P. Robinson. The boy was about sixteen years old. He said

" With my father I was spending the day at my grandfather's house, in Cambria City. In the house at the time were Theodore, Edward and John Kintz and John Kintz, jr.; Miss Mary Kintz, Mrs. Mary Kintz, wife of John Kintz, jr.; Miss Treacy Kintz, Mrs. Rica Smith, John Hirsch and four children, my father and myself. Shortly after 5 p. m. there was a notice of touring waters and screams of people. We looked out and saw per sons running. My father told us the waters would not rise further. But soon we saw houses swept away, and then we ran up to the floor above. The house was three stories high, and we were at last forced to the top one. In my fright I jumped or the bed. It was an old-fashioned one, with heavy posts. The water kept rising, and my bed was soon affoat. Gradually it was lifted up. The air in the room grew close, and the house was moving. Still the bed kept rising and pressed the ceiling At last the posts pushed the plaster. It yielded and a section of the roof gave way. Then suddealy I found myself on the roof, floating down stream. After a little this roof began to part, and I was afraid I was going to be drowned, but just then another house with a shingle roof floated by, and I managed to crawl on it, and floated down until nearly dead with cold, when I was saved. After I was free from the house I did not see my father. My grandfather was on a tree, but he must have been drowned, as the waters were rising fast. John Kintz, jr., was also on a tree. Miss Mary Kintz and Mrs. Mary Kintz I saw drown. Miss Smith was also drowned."

The relief party on the bridge saw a young man with two women. As they swept under the bridge, be reached up and seized the rope. He was jerked violently away from his companions, who failed to get a hold on the rope. Seeing that they would not be rescued, he dropped the rope and fell back on the raft which floated down the river. The current washed the frail craft in toward the bank. The young man was enabled to seize hold of a branch of a tree. The young man aided the two women to get up into the tree. He held on with his hands and rested his feet on a pile of driftwood. A piece of floating wreck struck the drift, sweeping it away. The man bong with his body immersed in the water. A pile of drift soon collected and he was enabled to get another insecure foo ing. Up the river there was a sudden crash and a part of the bridge was swept away. It floated down the stream, striking the tree and washing it away. All three persons were thrown into the water and drowned before the eyes of the horrifled spectators.

Early in the evening a woman with her two hildren was seen to pass under the bridge, clinging to the roof of a coal house. A rope was owered to her, but she refused to desert the children. It was remored that all three were saved at Cokeville, a few miles below Bolivar. A report from Lockport states that the residents succeeded in rescuing five people from the flood, two women and three men. One man succeeded in getting out of the water unaided. They were kindly taken care of by the people of the

A little girl passed under the bridge just before dark. She was kneeling on a part of a floor and had her hands clasped as if in prayer. Every effort was made to save her, but they all proved futile.

All pight long the crowd stood about the ruins of the bridge, which had been swept away. The water rushed past with a roar, carrying with it parts of houses, furniture and trees. The flood had evidently spent its force up the valley. No more living persons were being carried past. Watchers with lanterns remained along the bank until daybreak, when the first view of the awful devastation of the flood was witnessed. Along the bank by the remnants of what had once been dwelling houses and stores, here and there was an uprooted tree. of drift lay about, in some of which bodies of the victims of the flood will be found. Rescuing parties were formed in all towns along the railroad. Houses were thrown open to refugees, and every possible means was used to protect the homeless The wrecking train of the Pennsylvania Railroad slowly made its way east to the unfortunate city. At 2 a. m. it was held at Boliver. No effort was then made to repair the wrecks, and the crews of the trains were organized into rescuing parties. Harry Fisher, a young telegraph operator, who was at Bolivar when the first rush began, says:

"We knew nothing of the disaster until we noticed the river slowly rising, and then more rapidly. News then reached us from Johnstown that the dam at South Fork had burst. Within three hours the water in the river rose at least twenty Shortly before 6 p. m. ruins of houses, beds, bousehold utensils, barrels and kegs, came floating past the bridges. At 8 o'clock the water was within six feet of the roadbed of the bridge. The

drift floated by without ceasing for at least two hours. Then it began to lessen, and, night coming suddenly upon us, we could see no more. The wreckage was floating by for a long time before the first living persons passed. Fifteen people whom I saw were carried down by the river. One of these, a boy, was saved, and three of them were drowned just below the town. It was an awful sight, and one that I will not soon forget."

A GREAT ROAD CRIPPLED.

IMMENSE LOSS SUFFERED BY THE PENNSYL-VANIA.

MORE THAN TWENTY COSTLY BRIDGES SWEPT AWAY IN THE FLOODS-A GAP OF EIGHTY-SIX MILES IN THE LINE-PEARING THAT

WORSE NEWS IS TO COME. INY TELEGRAPH TO THE TRIBUNE.]

Philadelphia, June 1.-The Pennsylvania Railroad officials at this place all agree that never before in the history of the road has it been so erippled as it is at resent on account of the washouts on its main line and branches, the most disastrons one, of course, being at and near Johnstown. For eighty-six miles that lie between Sang Hollow, which is five miles west of Johnstown, and Mapleton, which is eighty-one miles cast of that place, there is no telegraphic communication. As bad as the meagre reports are which come from that district, the officials fear that onehalf has not been told, and that when the facts are known they will be worse than any of the predictions;

occasionally another bridge was added to the already long list of those that were gone. Such intelligence as that was received periodically all day until the number of bridges that will have to be rebuilt before traffic can be resumed now exceeds twenty, many them large and costly ones, will take weeks to rebuild. The most sanguine of the Pennsylvania Railroad officials say that it will probably be a week before traffic can be resumed etween Altoons and Pittsburg, and many of them The bridges that are think it will be a longer time. known up to a late hour to-night, are as follows: between New-York and Harrisburg, Baltimore and of the mountain between Altoona Johnstown; the bridge at South slope of which the Conemangh viaduct, Fork. as old as the road itself; the Mineral Point bridge and the Conemaugh bridge, which is immediately east of the town of Conemaugh, and three miles east of Johns. town. Beyond Conemaugh it is impossible to go, so that it is not known what other damage has been done. The handsome large bridge at Johnstown, which is almost new and cost \$60,000, is reported as badly in jured by the fire from the burning houses that have irifted up against it. On the Pittsburg and Erie divis on, north from Sunbury, the bridges at Linden and Montgomery are swept away, and three spans the large bridge at Williamsport are gone. The Philadelphia and Reading bridges at Milton and Sunoury are gone, and five small bridges on the Elmira division of the Pennsylvania interrupt the trains to the north. On the West Pennsylvania division the bridges at Blairsville, East Tunnel and East Leech burg are all gone. On the Bedford division, running from Mt. Dallas to the Pennsylvania and Maryland State line, there are two small bridges gone. the Alexandria and Fredericksburg division south of Washington there are two bridges gone, and the Long Bridge over the Potomac River at Washington is in danger of being swept away. Part of the high bridge over the Potomac River at Martinsburg, of the Cumberland Valley Radroad, is gone, and it is

expected the remainder of it will go also. The most direct communication that is received over the company's wire from the station at Sang Hollow. The report from there late to-night is that ohnstown is still twenty feet under water. Pennsylvania road has a wrecking train on every hirty miles along the entire length of the road, all of these trains vay to the point where communication is broken. secial trains have also been started from this city and Harrishurg, loaded with bridge timbers for buildng trusses. Hundreds of extra men are on the trains, and everything possible will be done to repair the The general superintendent and all of the livision superintendents, the chief and assistant engiveers and supervisors that are stationed between this city and Harrisburg are on the way west or special trains in the eighty-six-mile gap where tele aph communication is broken. There are eight passenger trains to hear from.

are train No. 20, which started from Pittsburg at 3 a. m. on Friday morning; train o. 14, which is supposed to have started from Johnstown; the New-York and Chicago limited express, which stated from Pittsburg at 7:15 a. m. on Friday, and the day express, which left Pittsburg at 1 a. m. restbound trains were stopped at Altoona, so that those in the gap are are all eastbound trains.

It is impossible for the railroad officials to make any traffic and damage done to their property, the amount assistants did good work. While thus engaged the will undoubtedly be counted by the millions.

James M. swank, the secretary of the American on and Steel Association, who formerly lived at Johnstown, said to-day that he had received a number dispatches from that point yesterday, but no news Mr. Swank added : "This disaster the most appailing I over knew. I am afraid the place almost swept away. It lies between two river rather the two rivers converge at that point." One of the officers of the Cambria Iron Company

said this afternoon: "There is no definite news yet, it is impossible to say just what damage has been We do not care to send out reports which we may have to correct later. We can do nothing sore, except to wait and hope."

The Pennsylvania Railroad Company has, through seneral Latta, at the Broad-st station, arranged for the shipment of goods given for the relief of the Johnstown sufferers. Food and clothing will be eccived by the Cambria Iron Company also. Word was received at the United States Quartermaster's Department here that it would not be necessary to send ents, as a full supply had been ordered from the dilegheny Assenal. Mayor Fitter has called the hiladelphia Relief Fund Committee to meet at 10:35 relock on Monday morning to devise some means of The following notice was posted on the bulletin board at the Broad-st station of the Pennsylvania

at to-day

"On account of the unprecedented storm prevailing
the western part of the State, the lines west of
tooms have been damaged, to what extent cannot
we be ascertained until the water subsides. The
serm is still raging. It is probable that no trains

storm is still raging. It is probable that no trains will be passed until sunday evening."

No tlekets were sold for points beyond Harrisburg unless purchasers demanded them of their own responsibility. Many tickets were redeemed by the company when it was found that the holders could not be transported to their destinations. The fast line leaving at 11:15 a. m. had on board many persons who had purchased tickets for flarrisburg. Many of them were anxious to reach points further west, and they will wait at Harrisburg until the water subsides. water subsides.

WORSE THAN THE GREAT BLIZZARD.

DAMAGE DONE BY THE FLOODS TO THE PENN-SYLVANIA AND ITS BRANCHES.

Philadelphia, June 1.-Indications point to the present trouble being the worst ever experienced by the Pennsylvania Railroad Company. During the blix-from there to Mt. Holly, three miles distant, rard of March, 1888, the road was blocked on the New-York division and east of Altoona for nearly five of water. Telegraph poles and wires are down, and days. That memorable blockade was caused by snow all train service is cancelled. The Laurel Dam, at alone, the road not being damaged in any way. The the foot of the South Mountain, broke this morning present suspension of traffic caused by the washing and swept three bridges away. Residents of Mount away of bridges and viaducts, heavy landslides, long Holly say that it was the heaviest flood since 1863, and deep washouts and the fall of heavy masses of rock from the mountain sides to the tracks below, between Alteons and Johnstown, a distance of about forty miles, and east of the former city, is expected to last fully as long as the snow blockade of a year ago.

On the middle division between Harrisburg and Altoons the line is badly blocked, but the rain has ceased falling and the flood in the Juniata is likely to decrease. As soon as the water falls, the extent of the trouble can be estimated and the prospects for running trains stated with some degree of accuracy. From Harrisburg north to Williamsport, on the Northern Central division, the condition of the track is nearly as bad as on the middle division, and no trains will be run until the track can be made safe. yond Williamsport, on the Philadelphia and Eric the small amount of information received is enough to show that the running of trains is out of the question. On the Northern Central branch, bebad washouts and no trains have yet been run on that

On the Philadelphia division, between Harrisburg and Philadelphia, the storm was not of sufficient vio lence to do any serious damage and the road is therefore clear between these cities. At Havre de Grace, Md., the water in the Susquehanna is reported to be

very high, but no serious damage has as yet been re-Vice President Frank Thomson, of the Pennsylvania Radroad Company, left this morning on a specia

for the scene of the blockade, A dispatch received from Williamsport at 1 o'clock his afternoon states that the city is flooded and the

water still rising.
The Philadelphia and Reading Railroad bridge over the Susquehanna River at Muncy was swept away. and crashing against the Philadelphia and Erio bridge at Monigomery seriously injured that structure. A train of loaded coal cars, which had been placed on the Monigomery bridge, prevented it from being carried away. Up to 1 o'clock no news of any sort and been received from Lock Haven as to the state of affairs there, and the condition of that water-swept city is only a matter of conjecture. The last news received showed that the place was threatened by the bursting of the lumber boom located just above the city. The railroad office at Williamsport is surby water. The bridge at Linden, six miles from Williamsport, which crosses the west branch of the Susquehanna, was weighted with a heavily loaded freight train to prevent the structure from being carried away. No information can be received as to whether the bridge is still standing, because of the flooded condition of the country between Linden and Williamsport. All the railroad bridges have been similarly weighted, but owing to lack of telegraphic facilities, it is impossible to say how they are standing the pressure of the flood.

The mail which went west yesterday is being brought back to this city. It will be sent to New-York and forwarded West over the New-York Central route, The serious breaks on the Richmond and Danville Railroad, south of Alexandria, prevent the use of the new route recently established to Cincinnati over the The offices of the company in the Bread-st. station Chesapeake and Ohio road. have been besieged all day by anxious inquirers, but The following was given out for publication by the the only news that the company had was the fact that

general manager of the Pennsylvania road this after-

noon: Passenger travel to the West and South is te ebstructed on the Pennsylvania Railread by the wide-spread and unprecedented storm of the past thirty-six which has caused considerable damage at certain exposed points on the road with the result of temporarily delaying the passage of through trains. It will probably ake forty-eight hours to repair the damage to the Passenger trains are not at present running north and west of Harrisburg nor south of Washington, and the sale of tickets to points within this territory is for the time down on the Pittsburg division, so far as is definitely being suspended. Trains are running on schedule time The bridge at Mayes and one at Greenville, which is ington, and to all points on the Schuylkill and New-Jersey one of the highest bridges on the road, on the western divisions. Early advice will be given the public through the local papers and by ticket agents of the reopening the line. This is all that we can say to-day. If t that we can say to-day. If the road is not in better shape Monday, another

be sent out.

Communication to Altoona over the lines of the railroad company has been interrupted since 1 o'clock this morning and nothing can be learned from that point as to the condition of things there.

The Mayor of this city called a meeting of citizens o-day to take steps for the immediate relief of the unfortunate people deprived of means of livelihood by the terrible floods in Western Pennsylvania. Calls for provisions and clothing have been issued, the same to be delivered at the Pennsylvania Railroad for provisions and closing many variables and to be delivered at the Pennsylvania Railroad depot at Sixteenth and Market sis., for immediate shipment. A neeting will be held at 10:30 Monday morning to form a more complete organization of the Relief Committee.

morning to form a more complete organization of the Relief Committee.

This afternoon, from what was learned, the damage sustained by railroad property is about as follows: One span of the bridge crossing the west branch of the Susquehanna at Linden is gone, and it is feared that the whole bridge will go. This bridge was previously reported as being ballasted with a heavily loaded freight train. The Philadelphia and Reading Railroad Company's bridge over the west branch of the Susquehanna, which was carried from Muncy down against the Pennsylvania Company's bridge at Montgomery, where it was lodged for awhile, worked its way under the latter structure and swept down to the Pennsylvania Road's bridge at Lewisburg, carrying that bridge completely away.

Additional information from the Philadelphia and Eric branch is as follows: The four-span bridge across the Juniara River at Granville, three miles west of Lewistown, has been carried away. Hotween Granville and Tuscarora, a distance of forty miles, nothing is known of the condition of the road bed or the bridges. There are twenty bridges south of Ralston on the Northern Central branch. Of these five are washed away and all the rest are badly damaged with one exception.

The Cumberland Valley Railroad lost a new fron bridge crossing the Potomae River near Williams-port, Md. The bridge crossing Sinnemahoning Creek

The Combertand Valley Railroad lost a new fron bridge crossing the Potomae River near Williamsport, Md. The bridge crossing Sinaemahoning Creek at Sinaemahoning is gone, and the bridge over the same stream at Kenting is badly damaged and will also go. The railroad yard and tracks at Emporium have been badly washed away. At Williamsport. Penn., the west branch of the Staguehanna is said to be thirty feet high. There is eighteen inches of water on the floor of the railroad starton there. This would indicate that nearly the whole city is overflowed. At Harrisburg, the Susquehanna River is atill rising. At Steelion itwe and a half feet of water flows, over the Penpayivanh, Railroad tracks and the steel plant at that place is also submerged.

TRAINS STOP AT HARRISBURG. EFFECTS OF THE STORM IN THE PENNSYLVA-NIAN CAPITAL.

Harrisburg, Penn., June 1.-The great rainsform has entailed a loss of thousands of dollars to the people of Harrisburg. In the east and south ends of the city the water rose above the banks of Paxton Creek on Friday. Train No. 10, which started from Pitts-burg on Friday aftermoon was sent back. All of the leave their homes. Mayor Fritchy conducted the reitef expedition which utilized all the boats to be had and while the rain came down in torrents he and his Mayor and one of his officers narrowly escaped drowning. The Susquehanna River at this point is eighteen feet above low water mark and its depth increases every hour. Independence Island is completely cov-The tracks of the Pennsylvania Railroad south of here are covered by about two feet of water. Trains from the east stop here, and at this writing the from the east stop here, and at this writing the prob-ability is that it will be several hours before traffle to the West will be resumed. Advices just received from points up the river say that the beautiful fishing houses owned by Harrisburgers about ten miles from here were washed away as were sheds and outhouses of every hind. Great embankments here have caved in, culverts and sewers were demolished and great trees culverts and sewers were demonstrate and great free laid prone. A party of newspaper men, representing New-York and Philadelphia Feurnals, came here early this morning with the expectation of reaching Johnstown. Finding travel to the west at a stand-still from this point, some of them went down the Cumberland Valley with the intention of boarding a Baltimore and Ohio train and going west by a circuitous route.

> LOSS IN THE CUMBERLAND VALLEY. DEVASTATION CAUSED BY THE STORM-RAIL-Caritale, Penn., June 1 (Special),-During last night

> and early this morning the rain and wind storm raged

over the entire Cumberland Valley, doing damage to the extent of \$40,000 to \$50,000. Reports to day

from the various parts of this valley show that the storm was of unprecedented violence. In this city the streets presented the appearance of a river. Trees were blown down, chimney tops sent whirling in the air, and the Letort Springs creek, which passes shrough here, is overflowing, and all the adjoining buildings flooded more or less. Many chickens, hogs and other stock drowned. The Conodoguinett is s swollen. and fences and trees and a number of small buildings have been swept away. Henry Wilson and his wife, two tramps, were overtaken by the rain and sought refuge in a large bridge that spans the latter creek. Here they remained during the night and this morn-ing they found the water high up on either side of the structure and escape impossible. The water rose higher and higher and no one ventured to rescue the poor people who remain terror stricken in their situation. The flood along the line of the Gettysburg and Harrisburg Railroad has been exceedingly heavy. At Craighead's Station is a washout of 100 Along the line of the Harrisburg and Potomac Rail-Along the line of the Harrisburg and Potomac Ratitond a large number of washouts occurred, and no
trains will be running for several days. There are
in all about fifteen bridges that have been swept
down the stream. At Mechanicsburg grout
destruction of property occurred. Williams's
Grove, the Granger's picnic grounds, are
flooded and seven of the summer buildings are
washed away, trees blown down and fences leveled.
Considerable damage has been done the growing crops,
especially the wheat. The large iron bridge owned Grove, the Granger's picnic grounds, are flooded and seven of the summer buildings are washed away, trees blown down and fences leveled. Considerable damage has been done the growing crops, especially the wheat. The large iron bridge owned by the Cumberland Valley Railroad which spans the Potennac River between Hagerstown and Martinsbare. was swept away to-night. Trains for New-York over the shenaudosh Valley Railroad are all delayed by washouts on the line. Indications to night point to another heavy rain in this valley, and if so, the loss

OPINIONS AS TO THE CAUSE OF THE CALAMITY Pittsburg, June 1 (Special). It is predicted that ere will be legal suits, with possibly criminal indictments, as the result of the estastrophe, It tween Harrisburg and Baltimore, there are several is said that the South Fork Club has been repeatedly warned of the unsafety of its dam. It is a fact that at every freshet the people living below the dam

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were alarmed at the prospect of an overflow. The club is said to have had the wall inspected every month. The Gambria Iron Company, whose lower must reach nearly a million dollars, will be likely to scertain whether there was any human responsibility and place it where it belongs,

Hot-headed persons in the excitement of the mo charged the awful disaster to fashion's folly. Lake Conemarigh, which burst and wiped Johnstown out of existence, was originally a reservoir for the old Penn sylvania Canal. It was two miles wide, five miles long, and in some places seventy feet deep. Ten years ago if was purchased by Pittisburg men, millionaire iron and steel manufacturers, who built a handsome clab-house on the banks of the lake and dirrounded it with elegant cottages. It was probably the most exclusive gathering in America, unrivalled by even Tuxedo Park. It is conceded forever. In the face of public opinion it would not dare to rebuild the dam, and the survivors of Johnstown would probably use mob-violence to prevent it, if it were attempted.

General James K. Moorehead, who represented Pittsburg in Congress during the war, had charge of the construction of the dam and often said that he thought it was the strongest piece of masonry in America. It took three years hard labor with a force of seventifive men to build it, and the stone used in its congranite. sylvania Canal. It was two miles wide, five mile

RIVERS STEADILY RISING.

THE CHEMUNG AND GENESEE HIGHER THAY BEFORE IN YEARS.

ELMIRA PARTLY UNDER WATER-ROCHESTER

PREPARING FOR A PRESHET-THE DAMAGE DONE. Elmira, June 1 .- The flood has reached the highest mark ever known here. The Chemung River is

eighteen feet above its normal level, and at 3 o'clock was rising at the rate of an inch in five minutes, Erie, and Delaware, Lackawanna and Western trains from the East are all stopped here and cannot get further West. A Northern Central Fallroad bridge is washed out at Watkins. Miles of flat lands with growing crops are under water, and immense damage is being done. Houses and bridges are floating down eream. The stores all along Water st. have free hour to eight feet of water in their cellars. Xo lives are reported lost. A large part of the car is under water. Rechester, June 1 (Special).-The indications to-

night are that a serious flood is to afflict this city and the Genesce Valley. The Genesce River has risen six feet since morning and is now rising at the rate of three inches an hour. At Geneseo the flats are cov-ored with water for miles, and in some localities it is four feet deep. Stock and crops have suffered heavily. At the nurseries in the valley the damage will amount to hundreds of thousands of dollars. A drove of fine horses owned by the large Stock Farm is on the flats and will be drowned. One bridge at Dansville, a fine fron structure, is ruined, and the bridge at Geneseo will probably be carried away. The merchants in the business part of this city to-night began removing their goods from basements and ground floors. The worst is feared, as it takes twenty to twenty-four hours for the head waters to reach Rochester, and the flood has not reached here yet. A rumor is current that a large eservoir near Cuba has been swept away, but this cannot at present be verified.

Olean, June 1.-The largest flood in years is raging to-day. Many houses in the lower part of the city are flooded. Streets are travelled by boats. Several people had to be rescued from their houses. The damage will be heavy all along the Allegheny River. Mount Morris, June 1.- The rain which set in in the Genesce Valley on Thursday night, culminated on Friday night in the greatest water-fall for years. For five hours, from 10 p. in. to 3 a. m. on Saturday the water fell in torrents. A culvert over Main-st. broke, and the water backed over a number of acres of gardens, filling cellars and badly washing the gardens. The culvert on the Dansville branch of the Eric road in this village was washed out. Flats for miles are covered with water, and acres of corn are submerged. There have been no trains north on the Eric or Western New-York and Philadelphia reads this morning. A culvert over the principal street in Dansville is reported washed out.

to 3 o'clock fell in almost a perfect sheet. Newburg, N. Y., June 1 (Special).-It has raiped almost incessantly up the Hudson for two days and part of the time a gale accompanied the rain. A washout occurred on the West Shore Railroad at Tompkins Cove, where also a stone boat was sunk. At Haverstraw, Duichess Junction, New-Windser, Cornwall, straw. Duichess Junction, New-Windser, Cornwall, Verplank's Point, and other brick manufacturing points, all work has been stopped. Telegraph and telephone wires have been interfered with and trees have been blown down. All along the river the streams are pouring great doods of water into it. Last night the wind was terrific, and although particulars have not yet come in, there is no doubt that fruit has been badly damaged. Small boats have been sunk along shore and large vessels have had to anchor or sail with bare masts. It is one of the worst wind and rain storms along the Hudson in thirty years.

THE EFFECT IN VIRGINIA.

RAILROADS AND GROWING CROPS BADLY IN-JURED BY THE FLOODS-PART OF PETERS-BURG FLOODED-A SMALL RESERVOIR DAM BREAKS.

Petersburg, Va., June 1 (Special).-Rain has been falling in this section for the last two days, and last night the heaviest rain known for years fell. The result has been the heaviest freshet ever known in the State. The streams have overflowed their banks, and the Appomatiox River, a usually placed stream, is higher here to-day than the oldest in habitant has ever seen it. All the warehouses on the wharves are submerged, and all the lower portlet of the city is under water. The merchants in Old-st. the cellars of their stores flooded with water. The trestle bridge of the Norfolk and Western Railroad and that of the Richmond and Petersburg Railroad Company, both across the Appomattox Riv place, were washed away this morning, and to-night Campbell's Bridge, an iron structure which was built at a cost of \$5,000, was carried off, and this afternoon a new and costly iron bridge over the Notloway River, on the Petersburg and Weldon Railroad, was wash away. This bridge will have to be replaced before the can be any travel over the Atlantic Coast lines This morning the large warehouse of Meant. Marks & Friend, in which was stored a large quantity of hay and lime, was burned to the ground with its contents. The loss is \$10,000. The fire was caused by water overflowing rate the building river and mixing with some of the lime.

Last night, shortly after midnight, the dam of the city reservoir broke and the immense volume of water came down with a rush, flooding all of that

Continued on High Party